

PROJECT 10073 RECORD CARD

1. DATE <u>3 June 1957</u>		2. LOCATION <u>a/v over Shreveport, La.</u>		12. CONCLUSIONS <input type="checkbox"/> Was Balloon <input type="checkbox"/> Probably Balloon <input type="checkbox"/> Possibly Balloon <input checked="" type="checkbox"/> Was Aircraft <i>He</i> <input checked="" type="checkbox"/> Probably Aircraft <input type="checkbox"/> Possibly Aircraft <input type="checkbox"/> Was Astronomical <input type="checkbox"/> Probably Astronomical <input type="checkbox"/> Possibly Astronomical <input type="checkbox"/> Other <u>UNIDENTIFIED</u> <input type="checkbox"/> Insufficient Data for Evaluation <input checked="" type="checkbox"/> Unknown	
3. DATE-TIME GROUP Local _____ GMT <u>04/0335Z</u>		4. TYPE OF OBSERVATION <input type="checkbox"/> Ground-Visual <input checked="" type="checkbox"/> Ground-Radar <input type="checkbox"/> Air-Visual <input type="checkbox"/> Air-Intercept Radar			
5. PHOTOS <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		6. SOURCE <u>Civilian</u>			
7. LENGTH OF OBSERVATION <u>approx one hour</u>		8. NUMBER OF OBJECTS <u>two</u>		9. COURSE <u>parallel</u>	
10. BRIEF SUMMARY OF SIGHTING Two white lights flying parallel (one on each side) to source for approx 1 hr. Objects were also observed on radar but were not considered significant. Objs observed by tower personnel at take off through BX. From a/c, objs appeared blue green without shape. As light only. Altitude 9,000 ft speed 110 kts. Objects lost fm view as as a/c descended.				11. COMMENTS Objs painted on fadar and viewed by tower personnel. Probably other a/c. Lights in view on flight attributed to ground phenomenon. Decision to maintain that this not a/c and therefore was carried as unidentified.	

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CLASSIFICATION

(SECURITY INFORMATION when filled in)

SUPPLEMENT TO AF FORM 112

ORIGINATING AGENCY

Det 2, 4602d AISS

REPORT NO.

D2-UFOB-2-57

AISS-UFOB-129-57

Part Four

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Comments of the Preparing Officer:

1. The opinion of the Preparing Officer is that these objects were probably military aircraft for the following reasons:

a. There were numerous aircraft that could probably have been in the area at the time of the sighting.

b. Flight Service informed investigator that aircraft flying locals or round robins are not reported to them, therefore, all of the aircraft that could have been in the area at the time of the sighting were not known to them, thereby, substantiating their statement. (Para 3, Part Three, this report).

c. It was possible that Sources relative position to objects might have prevented them from observing any additional lights on them or possibly they could have been inoperative for one reason or another.

d. Sources stated one of the objects gained altitude at a high rate of speed. B-47's are capable of flying at a high rate of speed.

e. The momentary bright light observed could very well have been an Aldis light, operated by a crew member of a B-47, acknowledging the signal given by Source when he turned his landing lights on and off.

f. After object had climbed to an altitude of 9,700 feet, Sources stated objects slowed down to about the same speed of their aircraft. Assuming that the object was probably a B-47, the slowing down could be attributed to the fact that he was slowing down to make contact with a tanker on a re-fueling mission. Investigator learned that this operation is performed at approximately 180 to 200 miles per hour. Second object was probably the same thing on the same type of mission.

LA VERNE W. POLAND
LA VERNE W. POLAND
Captain, USAF
Commander, Det 2

Comments of the Approving Officer:

1. Concur with the conclusion of the Preparing Officer that this sighting was probably caused by military aircraft. *Concur: 9/19*

2. It must be noted that a discrepancy in time exists in the report. The Summary of the report lists the time of sighting as 2135 CST. This time was obtained from the original report of the sighting (See References). This time, inasmuch as it was reported the day of the sighting, is presumed to be the correct one. The times of sighting given by the Sources treated in Parts One and Two cannot be reconciled by this organization.

John W. Meador
JOHN W. MEADOR
Colonel, USAF
Commander

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PAGE TWO RJWFQB 1F

TARGETS IN HIS APPROXIMATE AREA AT 9,700 FEET. AIRCRAFT FIRST APPROACHED
CAPT KERN AT A TREMENDOUS SPED FROM 2 O'CLOCK HIGH AND 10 O'CLOCK HIGH
THEN SETTLED DOWN AND PARALLEDED HIS COURSE TO LAKE CHARLES.

BT

04/2204Z JUN RJWFQB

SUSPENCE

Called A/C Booth at Ent AFB
5 June 57 1025 hrs.

ALERTED CAPT MATSUGO

59117

WPA215 YDE008 WYC158 WMB151QBA089

*****YY RJEDEN RJEDWP RJEPHQ RJWFHW

DE RJWFQB 1F

Y 042130Z

FM COMDR 2048 AACSRON CARSWELL AFB TEX

TO RJEDEN/COMDR ADC ENT AFB COLO

RJWFHW/COMDR 33RD AIR DIV TINKER AFB OKLA

RJEDWP/COMD AIR TECHNICAL INTELLIGENCE CENTER WRIGHT PATTERSON AFB

OHIO

RJEPHQ/DIR OF INTELLIGENCE HQ USAF WASHINGTON DC

BT

/UNCLAS/ 2048 FS UFOB REPORT. [REDACTED], CAPTAIN, TRANS-TEXAS FLIGHT

103 REPORTED SIGHTING TWO UNIDENTIFIED OBJECTS, ONE ON EITHER SIDE

OF HIS AIRCRAFT WHICH FLEW PARALLEL WITH HIS FLIGHT FROM SHREVEPORT TO

LAKE CHARLES APPROXIMATELY 2135C HOURS ON 3 JUNE 1957. OBJECTS WERE OF

AN UNIDENTIFIED SHAPE ESTIMATED ALTITUDE 9,000 FEET SHOWING ONE LIGHT

EACH, COLOR BLUE-GREEN, AIR SPEED WHILE PARALLEL FLIGHT APPROXIMATELY

165 MILES PER HOUR. CAPT [REDACTED] BLINKED HIS LIGHTS AT THE OBJECTS, OBJECTS

LIGHTS FLARED EXTREMELY BRIGHT THEN WENT BACK TO NORMAL. CAPT [REDACTED] THEN

MADE RADIO CONTACT WITH RADAR SITE, GOATEE, REQUESTING CURRENT WEATHER

AND ASKED IF HE HAD COMPANY IN HIS AREA. GOATEE REPLIED THAT HE HAD TWO

1 } 4E4
2 }
3 }
44X20
(CWE)

NTPD

SPERBER

04/22302

[REDACTED]

030657-07 3

ATIC

174E4

3-4X2a

Red

14 JUN 57 10 33

Witness

WPH048PD242ENB134

MM RJEDWP

DE RJEDEN 130

M 131810Z

FM COMDR 402D AISS ENT AFB COLO

TO COMDR ATIC WPAFB OHIO

BT

/UNCLAS/AISOC 533 PD ATTN AFOIN 4E4 PD THIS MESSAGE IN ~~TWO~~ PARTS PD
PART ONE CLN REFERENCE SHREVEPORT LA SIGHTING PD MSGT NOE CMM DET ⁵¹⁹ TQO
CMM THIS ORGANIZATION CMM CONTACTED SOURCE AND RADAR STATION GOATEE
PD SOURCES DESCRIPTION INDICATES AIRCRAFT ~~XXXXXXXXXX~~ PD RADAR STATION
REPORTED THEY SAW NOTHING UNUSUAL ABOUT SIGHTING PD BARKSDALE AFB
REPORTS HEAVY 3-47 REFUELING OPERATIONS IN AREA OF SIGHTING AT TIME
OF SIGHTING PD AF FORM 112 WILL FOLLOW PD PART TWO CLN A1C BARTH CMM
THIS ORGANIZATION CMM WILL BE ON LEUVE UNTIL 1 JULY 57 PD MSGT LINANE
CMM ENT AFB EXTENSION 4498 CMM SHOULD BE CONTACTED FOR UFOB INFOR-
MATION AND OR INVESTIGATIONS PD END

BT

13/1832Z JUN RJEDEN

Relaying part
of investigation

TWO

(Spelling
correctly
made)

note

UNCLASSIFIED
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3 June 1957...
2130 CST (Local time)

COUNTRY USA	REPORT NO D2-UFOB-2-57 AISS-UFOB-122-57	(LEAVE BLANK)
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AIR INTELLIGENCE INFORMATION REPORT

SUBJECT

Unidentified Flying Object

AREA REPORTED ON

SHREVEPORT-LAKE CHARLES, LOUISIANA

FROM (1,2,3,4,5,6,7,8,9,10,11,12)

Det 2, 4602d AISS

DATE OF REPORT

19 June 1957

DATE OF INFORMATION

3 June 1957

EVALUATION

PREPARED BY (1,2,3,4,5,6,7,8,9,10,11,12)

LA VERNE W. POLAND, Capt., USAF

CAPTAIN [REDACTED] and others

REFERENCES (1,2,3,4,5,6,7,8,9,10,11,12) (if any, direct, previous report, etc., as applicable)

TT 2048 from 2048th AACRON, 042204Z JUN 57, CARSWELL AFB, TEXAS

SUMMARY: (Enter concise summary of report. Give significance in final one sentence paragraph. List references at lower left. Begin text of report on AF Form 112-Part II.)

I. CONTENTS:

PART ONE: Description of sighting by Mr. [REDACTED], Captain Flight 103, Trans-Texas Airlines, [REDACTED], Dallas 5, Texas.

PART TWO: Description of sighting by Mr. [REDACTED], Co-Pilot Flight 103, Trans-Texas Airlines, [REDACTED] Drive, Dallas, Texas.

PART THREE: Supplementary Investigative Efforts

PART FOUR: Comments of the Preparing Officer

II. SUMMARY: Objects were visually sighted by the pilot and co-pilot of Flight 103, Trans-Texas Airlines at approximately 2135 CST, 3 June 1957. Objects were in sight for approximately one hour. Objects were also observed, through binoculars, by the control tower operator at Shreveport Municipal Airport. Objects were also viewed on radar by GOATEE (653rd AC&W), England AFB, Alexandria, La., however, seeing nothing unusual about the objects they did not make a report. Objects were small white pulsating lights, resembling a star when first seen, however, one of the objects responded with a large bright light when Flight 103 turned on their landing lights. This bright light was momentary and then returned to the small white pulsating light. Follow-up investigation consisted of personal interviews with Capt [REDACTED] and First Officer [REDACTED] and checks with other agencies that could possibly assist in the identification of this sighting.

III. INVESTIGATOR: MASTER SERGEANT FRAZIE NOE, AF35486251

LA VERNE W. POLAND
Captain, USAF
Commander, Det 2

INCL.

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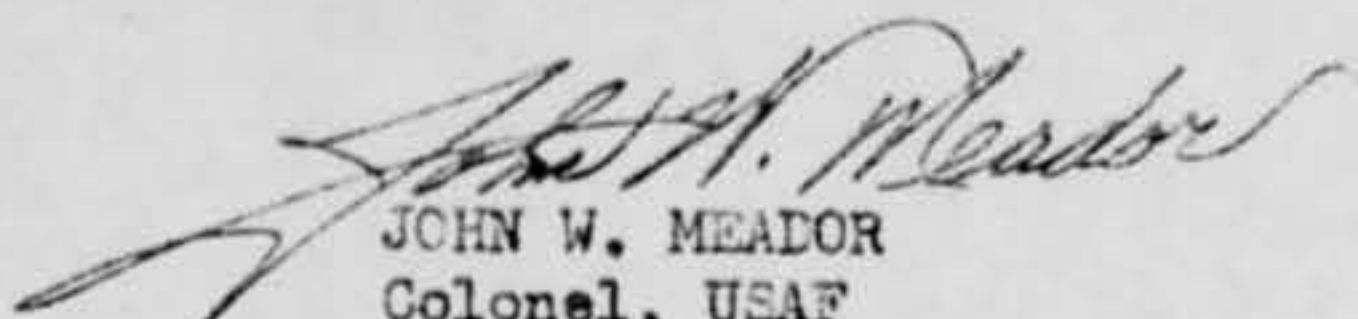
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APPROVED:



JOHN W. MEADOR
Colonel, USAF
Commander

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AF FORM 112a
1 OCT 52

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AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency) Det 2, 4602d AISS	REPORT NO. D2-UFOB-2-57 AISS-UFOB-129-57	Part One PAGE 3 OF 6 PAGES
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I. SOURCE: Captain [REDACTED]

Address: [REDACTED] Dallas 5, Texas

Age: 34

Occupation: Pilot, Trans-Texas Airlines

Education: 2½ years of college, civilian pilot school,
Air Force pilot training

Qualifications: Former Air Force Pilot, presently Airline
Captain

II. RELIABILITY: Source was reluctant to talk about objects as he was somewhat upset because he was being interviewed on the sighting. He felt that he had nothing to do with originating the preliminary report other than asking the AC&W site if he had company on his flight. In a roundabout way he was contacted by Flight Service at Carswell AFB, Texas, who sent in the preliminary report. After an explanation by the investigator he became cooperative and should be considered reliable.

III. SOURCE'S DESCRIPTION OF SIGHTING: One object was sighted on takeoff from Shreveport, La. Airport at approximately 2030 CST, 3 June 1957. Altitude of object was approximately 400 feet when first sighted. Source stated that the control tower called his attention to the object which appeared as a small light. Landing lights of Source's aircraft were flashed on and off and the object responded momentarily with a very brilliant light directed at his aircraft. Object then gained altitude, from a seemingly hovering position, at a high rate of speed. At this time another object was sighted at about the same altitude and having the same appearance of the first object. Source stated he then contacted the tower to ascertain whether they had both objects in sight. Tower had both objects in sight, using binoculars. Objects then paralleled course of Source's aircraft, moving at about the same speed, which was approximately 110 knots, only at a higher altitude than that of his own aircraft. At Converse, La., objects were still with them so Source decided to call GOATEE (653rd AC&W Sq) to see if they had objects on their weapon. An affirmative answer was received. Source compared the size and appearance of objects to that of a star; however, he mentioned that at one time he thought he could see the silhouette of objects, but would not make a definite statement to that effect. Source's aircraft continued to Lake Charles, La., where he landed. At this point, sight of objects was lost, apparently behind a cloud deck, moving in a southeasterly direction. Objects had been observed for approximately one hour.

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AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	Part Two	PAGE	OF	PAGES
Det 2, 4602d AISS	D2-UFOB-2-57 AISS-UFOB-129-57	4	6		

I. SOURCE: First Officer [REDACTED]

Address: 1000 [REDACTED], Dallas, Texas

Age: 32

Occupation: Co-Pilot, Trans-Texas Airlines

Education: College graduate, civilian pilot school

Qualifications: Airline pilot, engineering student while in college

II. RELIABILITY: Source was an intelligence individual who was sincere and cooperative. Source was surprised when he was approached by the investigator concerning the sighting, for the subject, as he stated, had been dismissed from his thoughts. It is the opinion of the investigator that Source could be considered reliable.

III. SOURCE'S DESCRIPTION OF SIGHTING: Source sighted an object at about the 2 o'clock position after his aircraft had taken off from the Shreveport, La. Airport at 2115 CST, 3 June 57. He was looking south when object was first noticed and was at an altitude of 500 feet. Object was at approximately 1000 feet and one half mile distant when first observed. At first, only a white light resembling a star was seen. Source stated the landing lights on his aircraft were turned on and that the object responded by brightening its light. Object then moved on a course of 170 degrees to an altitude of approximately 10,000 feet at a considerable speed, after which it appeared to maintain the same relative position to Source's aircraft for the next hour. At this time a second object appeared to the right and slightly above the first object. Source said that after second object was sighted, he and the Aircraft Captain (See Part One) decided to call Shreveport tower to see if they had objects in sight. The tower answered affirmatively, stating they had spotted them with binoculars. Both objects appeared as white lights and at times were hard to distinguish from stars. Source stated that they flew a track of 170 degrees after objects were sighted, for a distance of 62 nautical miles, and then to a MC of 150 degrees. Object seemed to turn with them and at this time the Airplane Captain called GOATEE (653rd AC&W Sq) to inquire if they had objects on their scope. [REDACTED] replied that they had two targets at 9,700 feet. Sight of objects was lost while landing at Lake Charles, La. When last seen they were moving to the southeast.

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SUPPLEMENT TO AF FORM 112

ORIGINATING AGENCY

Detachment 2, 4602d AISS

REPORT NO

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AISS-UFOB-129-57

Part Three

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SUPPLEMENTARY INVESTIGATIVE EFFORTS:

1. Airways Forecast Service was contacted for wind readings in area at the time of sighting. The winds were as follows:

Surface - Southeast at 3 knots
 6,000 - 170 degrees at 12 knots
 10,000 - 170 degrees at 24 knots
 16,000 - 140 degrees at 09 knots
 20,000 - 160 degrees at 29 knots
 30,000 - 160 degrees at 41 knots
 50,000 - 190 degrees at 11 knots

Other weather information was received from the Weather Officer, Headquarters 20th Air Division, Richards-Gebaur AFB, Missouri, who gets the information by relay from Barksdale AFB, La. At the time of sighting there was no ceiling, visibility of 7 miles and there were scattered clouds at 2000'. There was frequent lightning and thunderstorm activity in the area at the time of sighting.

2. Contact was made with the controller at Goatee (653rd AC&W Squadron) through the facilities of Headquarters Central Air Defense Force. The controller had observed objects on his weapon and informed Flight 103 Trans-Texas Airlines when queried by them on observation of objects. There were no pictures made of the painting. Since objects did not appear unusual to the controller and they were not in an ADIZ, he saw no reason to file a report himself.

3. Flight Service at Carswell AFB, Texas was contacted. They originated the preliminary report, and were unable to add anything to their original report, except that they did not have a flight plan on anything in the area of the sighting, at the specific time sighting was made.

4. Base Operations at Lake Charles AFB, La. was contacted to ascertain if they had any flights logged in or out of their station during the period of the sighting. It was learned that they had a C-47 arriving at 2214 CST from Fort Worth, Texas and a C-46 arriving from Brookley AFB, Alabama at 2232 CST. It was also learned that there were 2 B-47's on round robins that departed at 1921 CST and returned at 2312 CST and another that departed at 1935 and returned at 2302 CST.

5. Base Operations at Barksdale AFB, La. was also contacted to determine if they had any traffic during the time of the sighting. Their logs revealed that there were numerous B-47's and KC-97's flying round robin refueling missions during the period of the sighting.

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